

# **Why Marine Transportation?**

## **Containerization**

- Containerization moves 80% of the world freight, and will continue to grow, along with the growth in international trade in general.
- Many existing ports are congested, high cost operations.
- Trade always seeks the low cost alternatives, but considers ALL the costs in making decisions.
- Properly planned and constructed, a container facility can have minimal impact on the landscape.
- Portland has neither the room, nor the landside infrastructure to support a container port operation.
- Eastport does not have rail access at all, which is considered essential in port development.
- Searsport has the deep draft harbor and full clearance rail connections needed to support a container port.
- Does Maine want to miss the opportunity to develop a source of good jobs for its citizens, which provide good wages, and benefits?

## **Why Mack Point Doesn't Work**

- Captain Gelinas has pointed out many of the points considered “essential” in the planning and design of a container facility.
- Mack Point is missing virtually all of the key ingredients to be successful.
- Mack Point could only handle containers on an efficient basis if a new facility was to be built in Long Cove. This would require massive dredging, as Long Cove is from one to ten feet deep at low tide. Remember that container ships require depths of thirty five to forty five feet.

- Would that amount of dredging be acceptable?
- There is not sufficient property adjacent to Long Cove to allow the efficient handling of containers to/from the ship.
- The southern berth (running on a general east west axis) is also too shallow. This berth would need to be dredged and blasted to achieve the depths required.
- The southern berth would be adjacent to the warehouse area, and would not have adequate container handling areas available. Again, the environmental damage to achieve an acceptable solution is likely to be considered excessive.

### **Mack Point Continues to Grow**

- As has been pointed out elsewhere, traffic through Mack Point has grown steadily, from 287,787 tons in 2001 to 558,850 tons in 2005.
- Additional traffic now in development will reduce Mack Point's reserve capacity further.
- Two major aggregate customers (both Maine companies).
- The clay terminal is getting increasing numbers of inquiries about expansion and new markets across North America (US and Canada).
- Chemicals are to be imported through Searsport and distributed more widely by rail and truck.
- Studies are ongoing to make Searsport a focus for the import/export of pulp and paper products.

### **Why Sears Island Does Work As A Container Facility**

- Most of the infrastructure is already prepared.
- The berth is roughed out and the dredging already complete.
- The infrastructure (road and rail) can be completed with little effort, or upset to the ecology of the remainder of the island.

- Sears Island has deep water, and can accommodate the requirements of mid-range container vessels.
- Searsport is an ice free port, well protected from adverse weather conditions, and close to the Great Circle route from Europe.
- Searsport would be a low cost, highly efficient facility which would be attractive to the shipping lines.
- Searsport would offer an attractive mix of minimum port dwell time combined with timely and cost efficient rail and truck access to the major consuming areas of the US and Canada.

### **What are the next steps?**

- Recognize that Sears Island is a State (if not National) asset, and that it's future is just as important to Millinocket, Presque Isle and Fort Kent as it is to Searsport. All concerned parties should have input, not just the closest.
- Retain the island in its present status, allowing for future limited development as a port facility if and when needed.
- Allow the status quo to remain in place until developments require more definitive action to be taken. Then deal with the realities of the situation at that time.